

**CLARIFICATION QUESTIONS**  
**DTFAAC-10-M-00001**

Would you be able to advise if this is a new or existing requirement? existing

If existing, would you be able to advise who the incumbent contractor currently providing services is? Currently being provided by CAE SimuFlight.

Also, was the existing contract competed as full and open or set aside? It was full and open to all vendors and it was not a set-aside. This is because there are very few vendors that have the dynamic, full motion flight simulator required for this type of pilot training.

Would you be able to provide any additional information regarding the size and value of the current contract? 5-year Training for the LearJet, Challengers, Be-300 EFIS fleets is for 134 to 108 pilots per year-note declining requirement..

Does the simulator and other training aids/manuals that are mentioned in the draft PWS currently exist and only need to be replicated or does the contract need to develop and provide?

Currently, simulator for Be-300 EFIS, Challenger 601, 605, and 605 aircraft require full motion simulators, such as those operated by the major airlines. Historically there have been very few full motion simulators due to the multi-million dollar cost for each simulator. Training is required on this type simulator but we are only paying for training and have a total of 6 different types of aircraft.

Also, the draft PWS indicates that "the contractor is required to provide names of ground school instructors" for approval. Is this a pre-award or post-award requirement, i.e., do instructors need to be bid as key personnel in solicitation response?

Yes, this is pre-award information as these instructors have to be approved by FAA before they can train our pilots.

1. Can you provide an estimate of the pilot training volume and timing?
  - a. When would training be required to start?
  - b. Is FAA considering a multi-year contract or single year?
  - c. How many initial/type ratings in a given period
  - d. How many recurrent trainings in a given period?

1.a/b—Current contract expires December 12, 2010. This requirement would start December 13, 2010. We estimate a base year with 4- one-year options to extend the ordering period.

1.c/d— current estimates for a base year with 4 one-year options.

Lear-60	Base	1st	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Initial	4	4	4	4	4
Recurrent	26	28	28	28	28

Be-300 EFIS	Base	1st	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Initial	5	3	2	2	2
Recurrent	78	48	11	5	5

CL-601-3R1	Base	1st	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Initial	4	4	4	4	4
Recurrent	30	30	30	30	30

CL-604	Base	1st	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Initial	4	2	2	2	2
Recurrent	11	15	15	15	15

CL-605	Base	1st	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Initial	0	0	10	10	10
Recurrent	0	0	8	8	8

2. Can you explain why a Level-D simulator is required vs. a Level-C or Level-D simulator? Level-C simulators grant the same training credit and the typically the FAA requires Level-C or Level-D.

Aviation System Standards has set a Level D simulator as the standard for training across all fleets.

3. Section 1.8.6:
  - a. Why is there a requirement for a Level-4/5 or higher Cockpit Training Device? If a 142 Training Center has the Hawker Beechcraft 300 Super King Air Type Rating program approved (142) without a level-4/5 procedures trainer, then

why is a piece of equipment required that wouldn't even be used as part of the approved program??

Aviation System Standards has set this device as a requirement for the training of our crewmembers.

b. If it's required for this contract, For how many hours must the trainer be used?

This device must be made available to all crewmembers attending an initial type rating course to provide the students opportunity to become familiar with instrument and switch positions and their responses/actions. No time requirement has been specified in the curriculum.

c. Since a Level-C or D simulator is "higher" than Level-4/5 and meets the definition provided for "Cockpit Training Device", I would assume using a full simulator (up to the level-D simulator that would be used for the flight training) would be acceptable. Please confirm that this is an accurate assumption, and if it isn't please let me know what level is "too" high.

A Level D simulator would more than meet this requirement if it is made available to students during reasonable hours. If the only time that it is made available is during the early hours of the morning, then it would not be considered "available" and would, therefore, not meet this requirement.